

## AGENDA

### SAN BRUNO COMMUNITY FOUNDATION

#### Regular Meeting of the Board of Directors

October 16, 2014  
6:30 p.m.

**Meeting Location: San Bruno City Hall, Conference Room 115,  
567 El Camino Real, San Bruno**

In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodations or appropriate alternative formats for notices, agendas, and records for this meeting should notify us 48 hours prior to meeting. Please call the City Clerk's Office 650-616-7058.

**1. Call to Order/Welcome**

**2. Roll Call**

**3. Approval of Minutes: September 18, 2014, Regular Board Meeting**

**4. Announcements**

**5. Boardmember Comments**

- a. President
- b. Others

**6. Consent Calendar:** All items are considered routine or implement an earlier Board action and may be enacted by one motion; there will be no separate discussion unless requested by a Boardmember, citizen, or staff.

- a. Accept Revised Operating Norms and Policies for Board Activities
- b. Adopt Resolution Reflecting Vision and Mission Statement of the San Bruno Community Foundation

**7. Conduct of Business**

- a. Receive Informational Presentation from City Staff Regarding City of San Bruno Ballot Measure N

Nancy A. Kraus, *President*  
John P. McGlothlin, *Vice President*  
Emily Roberts, *Secretary*  
Ben Cohn, *Treasurer*  
Patricia Bohm  
Frank Hedley  
Regina Stanback Stroud

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- 8. Public Comment:** Individuals are allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, contact the President to request that the Board consider your comments earlier. It is the Board's policy to refer matters raised in this forum to staff for research and/or action where appropriate. The Brown Act prohibits the Board from discussing or acting upon any matter not agendaized pursuant to State Law.

**9. Adjourn**

**10. Closed Session**

Public Employment Pursuant to Government Code Section 54957: Executive Director

## MINUTES

### SAN BRUNO COMMUNITY FOUNDATION

#### Regular Meeting of the Board of Directors

September 18, 2014  
6:30 p.m.

**Meeting Location: San Bruno City Hall, Conference Room 115,  
567 El Camino Real, San Bruno**

In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodations or appropriate alternative formats for notices, agendas, and records for this meeting should notify us 48 hours prior to meeting. Please call the City Clerk's Office 650-616-7058.

**1. Call to Order/Welcome**

**2. Roll Call:** Boardmembers Kraus, McGlothlin, Roberts, Cohn, and Hedley present.  
Boardmembers Bohm and Stanback Stroud absent (excused).

**3. Approval of Minutes: July 17, 2014, Special and Regular Board Meeting:** Boardmember Hedley motioned to approve the July 17, 2014 Special Meeting minutes as presented, seconded by Vice President McGlothlin and approved unanimously. Boardmember Hedley motioned to approve the July 17, 2014 Regular Board Meeting minutes with an amendment to item 7b, to include that the President reminded the Board that Mr. Marty's report was informational only and the Board has no present authority over the decisions the City makes on investment strategies, seconded by Secretary Roberts and approved unanimously.

**4. Announcements:** None.

**5. Boardmember Comments:**

- a. President: President Kraus announced that there was an email sent from the City's Technology department regarding the new email system. The SBCF Board would like the emails sent to their personal emails to assure everyone has the new information. City staff will look into whether there are training materials on the new email system that can be accessed virtually for those that are interested. President Kraus invited the Board to attend her presentation at the next regularly scheduled City Council meeting on Tuesday, September 23, 2014.
- b. Others: None.

**6. Consent Calendar:** All items are considered routine or implement an earlier Board action and may be enacted by one motion; there will be no separate discussion unless requested by a Boardmember, citizen, or staff.

- a. Adopt Resolution Regarding Board Operating Norms and Policies: Boardmember Hedley motioned to adopt the resolution with the following changes:

4. a) *Appointment*: Advisory Committee members shall be appointed by a majority vote of the Board of Directors.

4. b) *Composition*: Advisory Committees shall not include a quorum of the full Board, but may otherwise include any number of members of the public.

6. Sentence #4: The Executive Director will report to the President for day-to-day operations and to the Board as a whole for policy matters, and will have the duty and authority to administer the affairs of the organization.

7. a) The President (or designee if unavailable) and the Executive Director shall have the authority to represent or speak for the organization.

Seconded by Vice President McGlothlin and approved unanimously.

## 7. Conduct of Business

- a. Discuss Mission and Vision Statement of the San Bruno Community Foundation: Vice President McGlothlin shared the Staff Report and the Executive Committee's draft Mission and Vision Statements. The Board agreed the Vision and Mission Statements would be used to help inform the hiring of an Executive Director and could be amended at a later time if needed. Boardmember Hedley motioned to adopt the Vision Statement reworded as "*The SBCF is a resource dedicated to enhancing the quality of life for the San Bruno Community*" and the Mission Statement reworded as "*The SBCF serves the San Bruno community by investing in projects, programs, services, and facilities that have significant and lasting benefits. Through making grants, leveraging partnerships, and taking advantage of other resources, the SBCF assists and enables the community to maximize shared investments and realize their subsequent enhancements and benefits*", and to direct Staff to bring back the 'Core Values' and 'Strategic Areas of Focus' to a future meeting, seconded by Secretary Roberts and approved unanimously.

8. **Public Comment:** Individuals are allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, contact the President to request that the Board consider your comments earlier. It is the Board's policy to refer matters raised in this forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Board from discussing or acting upon any matter not agendaized pursuant to State Law.

Public comment was moved forward and heard after roll call. Mr. Charlie Ringgenberg from the San Bruno Lowen Soccer Club shared his idea of a world class soccer complex in the fields of the old Crestmoor High School. Mr. Ringgenberg believes it will generate income for the City, surrounding businesses, and the Club as well as give kids a great place to play.

## 9. Adjourn

Secretary Roberts motioned to adjourn the meeting to Closed Session at 7:34 p.m., seconded by Vice President McGlothlin and approved unanimously. The Closed Session concluded at 9:30 p.m. with no reportable action.

Respectfully submitted for approval at the Regular Board Meeting of October 16, 2014, by Secretary Emily Roberts and President Nancy Kraus.

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Emily Roberts, Secretary

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Nancy Kraus, President

## MEMORANDUM

SAN BRUNO COMMUNITY FOUNDATION

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**DATE:** October 16, 2014  
**TO:** Board of Directors, San Bruno Community Foundation  
**FROM:** Marc L. Zafferano, City Attorney  
**SUBJECT:** Accept Revised Operating Norms and Policies for Board Activities

On September 18, 2014, the SBCF adopted Resolution No. 2014-10 adopting operating norms and policies for Board activities, subject to several substantive changes to the document. Those changes are shown on the attached document for the Board's information and acceptance.

Attached: Revised Final Operating Norms and Policies for Board Activities

SBCF Mtg Date: 6a  
Item No. 10-16-14

# San Bruno Community Foundation

## Operating Norms and Policies

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### PURPOSE

The San Bruno Community Foundation (SBCF) has agreed to establish internal operating norms and policies for Foundation activities.

### A. OPERATING NORMS

1. Email response time will be within two business days. Emails marked "Urgent" will be responded to within 24 hours.
2. Emails will be as concise as possible.
3. Any Board Member addressed in the "To:" line of an email is expected to take action. Any Board Member in the "cc:" line should consider the email informational and not requiring action.
4. Text messaging and phone calls should be used when a matter needs urgent attention to ensure that the emails are reviewed in the above time frames.
5. The Board of Directors will receive their Board Packet by email no less than 72 hours prior to a meeting. Packet preparation time will be no less than seven (7) days.
6. Each Board Member is responsible for bringing his or her own materials, including Board packet, to each meeting.

### B. OPERATING POLICIES

1. Agendas and Conduct of Board Meetings
  - a) *Notice of place, date, and time of regular and special meetings; other state law provisions regarding meetings:* The Board will comply with state law then in effect regarding these topics, consistent with the Bylaws.
  - b) *Agenda Format:* Agendas for Board meetings will be in substantially the same form as are being used now.
  - c) *Public Comment:* Each member of the public shall be allowed three minutes to comment on agenda items; this is the same as for public comment on items not on the agenda. The Board Chair will retain discretion to alter the amount of time given the number of individuals wishing to speak and the allotted time for the meeting.

# San Bruno Community Foundation

## Operating Norms and Policies

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- d) *Board Questions:* Board Members who have questions or need additional information about a staff report or other item shall contact staff sufficiently in advance of the meeting so that staff can research the issue and be prepared to address it at the meeting.
- e) *Agenda-Setting:* Proposed agenda items shall be first vetted by the Executive Committee and staff. A majority of the Board may place an item on the agenda.
- f) *Staff Reports:* Staff reports shall include a complete discussion, analysis, recommendations, and alternatives as appropriate regarding the topic under consideration.
- g) *Minutes:* Minutes of Board meetings shall be in substantially the format and include the level of detail as adopted by the Board at its prior meetings.

### 2. Role of the Executive Committee

The Executive Committee shall meet regularly to discuss follow-up items from the prior Board meeting and develop the agenda for the next Board meeting.

### 3. Appointment and Operation of Board Committees

- a) *Appointment:* The Bylaws require that Committees consisting solely of Board members be appointed by majority vote.
- b) *Composition:* Board Committees shall be composed of less than a quorum of the full Board.
- c) *Brown Act:* Board Committees that have a continuing subject matter jurisdiction are required to notice and conduct their meetings in accordance with the Brown Act. Ad hoc Committees of less than a quorum of the full Board, which are appointed for a specific purpose and for a limited duration, are not required to comply with the Brown Act.
- d) *Operation:* When a Board Committee is appointed, the Board shall discuss the role of the Committee and agree on its scope of work by majority vote. Committees shall provide an oral report to the Board when requested or at the appropriate time to inform the Board regarding the progress of their assignment and any recommendations. Draft staff reports prepared as a result of Subcommittee meetings shall be shared with the Committee prior to being finalized.



# San Bruno Community Foundation

## Operating Norms and Policies

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### 4. Appointment and Operation of Advisory Committees

- a) *Appointment:* ~~The Bylaws require that Advisory Committees consisting of Board members and members shall of the public~~ be appointed by majority vote of the Board.
- b) *Composition:* Advisory Committees shall not include less than a quorum of the full Board, but may otherwise include any number of members of the public.
- c) *Brown Act:* Advisory Committees are required to notice and conduct their meetings in accordance with the Brown Act.
- d) *Operation:* When an Advisory Committee is appointed, the Board shall discuss the role of the appointed Committee and agree on its scope of work by majority vote. Advisory Committees shall provide an oral report to the Board when requested or at the appropriate time to inform the Board regarding the progress of their assignment and any recommendations. Draft staff reports prepared as a result of Advisory Committee meetings shall be shared with the Advisory Committee prior to being finalized.

### 5. Selection of Officers

The Bylaws provide that the Board will choose officers (president, vice-president, secretary, treasurer) annually. Officers are subject to ratification by the City Council pursuant to its reserved powers.

Individual Board members will offer nominations for each position. The Board will then vote on each nomination for each position in sequence.

### 6. Role and Authority of the Executive Director

The Board shall retain a firm to conduct a search for an Executive Director. A job description shall be developed as part of this process. The SBCF has not yet decided whether an administrative assistant would also be hired. In general, ~~it is anticipated that the Executive Director will~~ report to the President for day-to-day operations and to the Board as a whole for policy matters, and will have the duty and authority to administer the affairs of the organization. Once a job description has been finalized, specific policies will be developed to reflect the position and its authority.

### 7. Communications

# **San Bruno Community Foundation**

## **Operating Norms and Policies**

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- a) The President (or designee if unavailable) and the Executive Director shall have the authority to represent or speak for the organization, ~~when so directed or authorized to do so by a majority of the Board.~~
- b) Until an Executive Director is hired, the President and other Board members shall receive copies of correspondence directed to any of them or the SBCF. The President will work with staff to reply and provide a copy to the Board.
- c) At the January 25, 2014 workshop, the Board Members agreed to support the process that the Board has created to make its decisions.

**RESOLUTION No. 2014 - \_\_\_\_**

**RESOLUTION OF THE SAN BRUNO COMMUNITY FOUNDATION  
ADOPTING VISION AND MISSION STATEMENT**

**WHEREAS**, at a study session on July 17, 2014, the SBCF conducted a facilitated Study Session to discuss the Purpose Statement formulated by the San Bruno City Council in the development of the Foundation's Bylaws; and

**WHEREAS**, at the Board's direction, the Executive Committee compiled the comments from the Study Session and drafted a proposed Vision and Mission Statement for review by the full Board; and

**WHEREAS**, on September 18, 2014, the Board discussed the Executive Committee's draft and agreed on the wording of the Vision and Mission statement, but deferred final action on the Foundation Core Values and Strategic Areas of Focus;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors adopts the Vision and Mission Statement attached as Exhibit A.

Dated: October 16, 2014

ATTEST:

\_\_\_\_\_  
Emily Roberts, Secretary

I, Emily Roberts, Secretary, do hereby certify that the foregoing Resolution No. 2014-\_\_\_\_ was duly and regularly passed and adopted by the Board of Directors of the San Bruno Community Foundation on this 16<sup>th</sup> day of October, 2014, by the following vote:

AYES: Boardmembers:

NOES: Boardmembers:

ABSENT: Boardmembers:

# **San Bruno Community Foundation**

## **Vision and Mission Statement**

**REVISED (9-18-14)**

### **Vision**

The SBCF is a resource dedicated to enhancing the quality of life for the San Bruno community.

### **Mission**

The SBCF serves the San Bruno community by investing in projects, programs, services, and facilities that have significant and lasting benefits. Through making grants, leveraging partnerships, and taking advantage of other resources, the SBCF assists and enables the community to maximize shared investments and realize their subsequent enhancements and benefits.

## MEMORANDUM

SAN BRUNO COMMUNITY FOUNDATION

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**DATE:** October 16, 2014

**TO:** Board of Directors, San Bruno Community Foundation

**FROM:** Marc L. Zafferano, City Attorney  
David Woltering, Community Development Director

**SUBJECT:** Receive Informational Presentation from City Staff Regarding City of San Bruno Ballot Measure N

On July 22, 2014, the San Bruno City Council adopted a resolution placing an initiative measure on the ballot for the November 4, 2014 general election. The measure would implement the Transit Corridors Plan (TCP) by removing certain constraints to development in the City's downtown core, including along San Mateo Ave., El Camino Real, San Bruno Ave, Huntington Ave., and around the new Caltrain Station area.

David Woltering, the Community Development Director, will make a short informational presentation regarding Measure N.

Attached:

1. Measure N: Economic Enhancement Initiative Fact Sheet and Frequently Asked Questions
2. July 22, 2014 Staff Report to City Council

SBCF Mtg Date: 7a  
Item No. 10-16-14



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## *Measure N - Economic Enhancement Initiative Fact Sheet*

The City Council has placed Measure N on the November 4, 2014 general election, referred to as the Downtown and Transit Corridors Economic Enhancement Initiative, which asks San Bruno voters whether the City should adjust planning and land use rules to facilitate implementation of the San Bruno Transit Corridors Plan (TCP).

The BALLOT QUESTION asks  
San Bruno voters.

The measure would ease development restrictions established by Ordinance 1284 in 1977 that discourage private investment and redevelopment in the TCP area. The 1977 Ordinance requires approval by a majority of San Bruno voters in a citywide election to allow buildings taller than 50 feet, increased density of residentially zoned parcels above limits permitted in 1974, and above ground multi-story parking structures.

To stimulate economic enhancement, shall the City amend Ordinance 1284, only in San Bruno's Transit Corridors Plan Area, to allow:

- 1) buildings exceeding the maximum height of fifty feet by: twenty feet along El Camino Real, fifteen feet along San Bruno Avenue, five feet along San Mateo Avenue, and forty feet in the Caltrain Station area;
- 2) development on 42 residential parcels exceeding the density permitted in 1974;
- 3) above-ground multi-story parking garages.

The TCP includes important measures to protect and avoid impacts to existing adjacent residential neighborhoods and prohibits the use of eminent domain for residential property.

The TCP was adopted in 2013 following extensive public engagement, including the work of a 17-member Steering Committee. The TCP builds on the General Plan vision for mixed-use transit oriented development in proximity to the new Caltrain station.

Expected BENEFITS  
of implementing the TCP include:

The TCP includes requirements and guidelines to direct development, including design guidelines to evaluate projects, measures to minimize impacts on existing residential neighborhoods, and prohibition on the use of eminent domain for residential property.

- Stimulating economic activity and encourage private investment to create new housing and vibrant commercial uses;
- Eliminating the blight of vacant stores, especially in the Downtown;
- Improving the quality of life and safety for all San Bruno residents by breathing new life into our downtown, creating public spaces, attracting restaurants and shops, creating jobs, providing housing, including housing for seniors, and preserving existing residential neighborhoods;
- Making the area safe and convenient for pedestrians, bicyclists and transit users; and
- Generating new revenue for vital city services for public safety, parks, infrastructure and facilities.

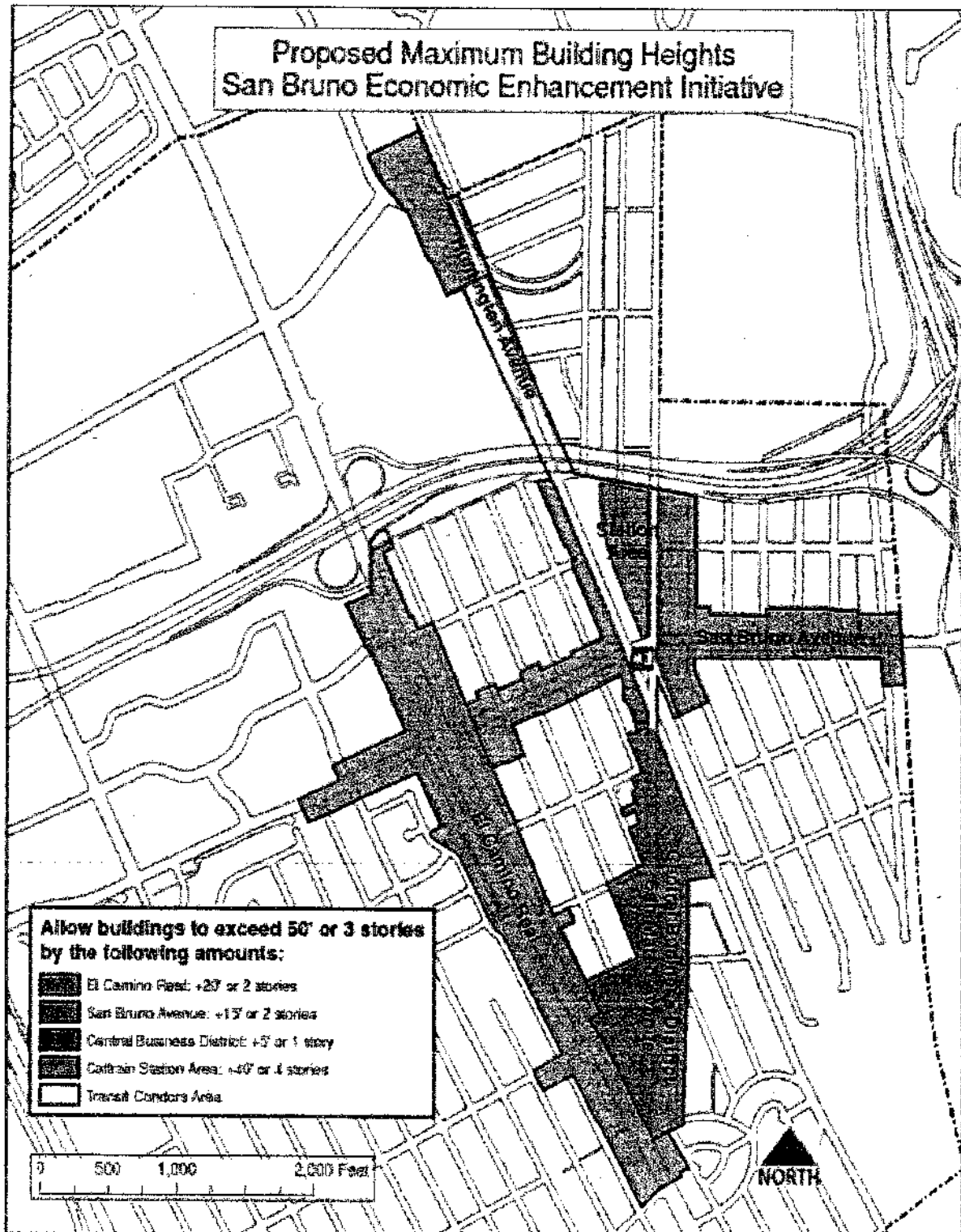


City of

# SAN BRUNO

## transit corridors plan

Individual development applications would be required to undergo a planning and environmental public review and approval process. Additionally, if voters approve Measure N, a noticed pre-submittal process would be required for larger projects to comply with residential transition measures to protect low density neighborhoods. Information about the Transit Corridors Plan is available online at [www.planbruno.org](http://www.planbruno.org).





## **Measure N - Economic Enhancement Initiative**

### ***Frequently Asked Questions***

#### **1. What is Measure N?**

Measure N, entitled the Economic Enhancement Initiative, is a ballot initiative placed on the **November 4, 2014** ballot by the San Bruno City Council. Measure N will let San Bruno voters decide whether the City should ease restrictions on certain types of development to fully implement the **Transit Corridors Plan (TCP)** and promote investment and revitalization in this core area of the City around the Caltrain Station and downtown. Measure N was designed to implement the community's vision for this area as expressed in the TCP. The measure requires a simple majority to pass.

#### **2. What will Measure N do?**

If Measure N passes, the Municipal Code would be amended to allow the following types of development within the TCP area, and nowhere else in the City:

- Buildings that would exceed the current height limit of fifty feet: by twenty feet along El Camino Real, by fifteen feet along San Bruno Avenue, by five feet along San Mateo Avenue, and by forty feet in the area immediately adjacent to and north of the Caltrain Station area;
- Residential uses on 42 residentially-zoned parcels to exceed the density permitted in 1974; and
- Above-ground, multi-story parking garages.

#### **3. Why did the City place Measure N on the ballot?**

Current City regulations established by Ordinance 1284 in 1977 restrict certain types of development, which has hindered investment and redevelopment. Ordinance 1284 limits building heights to a maximum of 50 feet or 3 stories throughout the City, caps residential density to what was permitted in 1974 and prohibits above ground multi-level parking garages.

The TCP was created to provide a practical, market-based solution to stimulate private investment and remove barriers to revitalization in an area that has experienced decades of decline as buildings and infrastructure age, and the downtown struggles to provide the shopping and services desired by the community. The City performed an economic study that analyzed the financial feasibility of various development prototypes, which indicated that modest adjustments to City regulations would result in financially feasible development projects, which are addressed in Measure N:

- Allowing an increase in building heights will result in more dwelling units and commercial space, resulting in more profitable development.
- Allowing above-ground parking structures will facilitate construction of centrally located parking garage in the downtown to help solve parking needs as the downtown becomes more vibrant, and parking demand increases. Parking structures will also be essential for multifamily residential and commercial buildings.
- Increased density of residential parcels would facilitate parcel assembly to create larger development sites. Measure N would not obligate property owners to take any action, but allows them to redevelop their property in the future, if they choose to do so.

#### **4. How will the Measure N promote investment and revitalization?**

The TCP was designed to be a practical, market-based plan, which provides economic incentives for property owners and developers to invest in improvement and redevelopment of property. The TCP is end result of a decade-long planning process to revitalize San Bruno's major commercial corridors building on





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the City's 2025 General Plan which calls for mixed use and transit oriented development in proximity to the relocated Caltrain station. The TCP advanced this vision by designating specific uses, development standards and design guidelines, and recommending the removal of barriers to reuse and/or redevelopment of properties. Economic analysis was performed to determine types of land uses and the scale of development that would not only be financially feasible but also provide the mixed use transit oriented development envisioned by the community. Passage of Measure N will remove those barriers to fully implement the TCP.

## **5. How was the community involved in developing the TCP?**

Preparation of the TCP was guided by a 17-member steering committee, whose members included public officials, residents, business owners, developers, and representatives from community organizations. Over two years, the committee held seven meetings and sponsored several public workshops, attended by over 150 people. Participants in the community workshops brainstormed and refined a future vision for the TCP. Many public meetings and hearings have been held during the TCP review and approval process, and the City Council has listened to residents' comments and concerns, and incorporated many of them into the TCP. Many of those concerns are addressed in this FAQ. The City Council will continue to listen to the community and make needed adjustments as the TCP is implemented.

## **6. What area is affected by Measure N?**

Measure N focuses on the TCP area, which includes San Bruno's major commercial streets, including El Camino Real, San Bruno Avenue, San Mateo Avenue (downtown), and Huntington Avenue, within a one half mile radius of the new San Bruno Caltrain Station. Measure N applies only in the 150-acre TCP area, and nowhere else in the City.

These streets provide vital pedestrian, bicycle and auto connections to public transit, including SamTrans bus routes, the BART and new Caltrain stations. The area has significant potential to become a vibrant, attractive and pedestrian focus of the community due to its central location, mix of community-serving uses, surrounding residential neighborhoods, and many transit options.

## **7. Will passage of Measure N include eminent domain?**

**NO**, the TCP specifically prohibits use of eminent domain on low density residential property. It should be noted that the City has no plans to use eminent domain at all, and has never used it in the past.

## **8. How much growth could occur under Measure N?**

Passage of Measure N would allow growth above what is currently projected in the City's General Plan, including an additional 890 residential units, 20,000 square feet of retail and 660,000 square feet of office over a **20-year timeframe**. In combination with the General Plan projections, total development in the area could be 1,610 new housing units, 147,700 square feet of retail, and 988,000 square feet of office. The amount of development will be determined by local economic conditions, but for planning purposes buildout is projected to take at least 20 years.

It should be remembered that the TCP was written to encourage high quality development, maintain the local character and charm of downtown and to enhance the quality of life for the entire community. If the TCP were to achieve full build out, the overall housing density in the 150-acre area would be approximately 22 units per acre, which is just under San Bruno's medium density residential (R-2) limit. By comparison, the Crossing is built at a little over 50 units per acre. The TCP provides for a variety of building types and sizes. The station area is designated for office development, because new housing is prohibited under the flight path of airplanes taking off and landing from SFO.



# CITY OF SAN BRUNO

## transit corridors plan

### **9. How big will buildings be under Measure N?**

Economic analysis was performed that provided the basis for the range of height limits appropriate to each subarea. An important feature of the TCP controls the scale of development with "graduated density", meaning that the size of a building will be regulated by the land area of the development site. A site must be at least 20,000 square feet to take advantage of the maximum building size allowed in the TCP. Sites less than 20,000 square feet are limited to a 2.0 Floor Area Ratio (FAR). FAR is a planning term for the relationship between the site land area and the maximum floor area of a building. As an example, if a site were 10,000 square feet, the building floor area would be limited to 20,000 square feet. If the entire site were occupied by a building, it could be two stories high, or if half of the site were occupied by a building, it could be 4 stories high.

Every project must still meet all other City requirements, such as setbacks, step backs, parking, and landscaping standards, and go through a public review and approval process. These standards were designed to ensure interesting variation in building size and architecture. In addition, design guidelines within the plan will ensure high quality design and materials.

### **10. I am concerned about new buildings near my single-family house. How does the TCP protect residential neighborhoods?**

Current zoning allows 50-foot buildings in commercial zones. Although, passage of Measure N would allow taller buildings, the TCP still requires design features to reduce the effects of height and mass. These include a greater distance between new buildings and adjacent low density residential uses and step backs which push back the upper floors to protect the privacy of neighboring homeowners. The approval process will include public meetings to review the design and environmental effects for every project application. As part of Measure N, the City has also created a formal pre-application process for larger projects adjacent to low density residential uses, which requires a noticed public meeting that will allow City staff and residents to review and provide input on the project design before it becomes a formal application.

### **11. How will Measure N affect existing small businesses?**

The TCP seeks to improve the business and shopping environment in downtown. Measure N would not require existing commercial property owners or local businesses to make any changes at all. Measure N will help to create an environment that motivates property owners to invest in improving their property and potentially add new residents and workers. This should help to create more opportunities for local businesses thrive and grow. Although these changes are expected to happen over a long period of time, a 20-year timeframe, there may be cases in the near term when a property owner decides to redevelop a property with existing tenants. Such a situation is no different than what currently exists, and the City will work to support retention of existing businesses. The City has no plans to use eminent domain on commercial properties, and has never done so in the past.

### **12. How will Measure N affect existing homeowners and tenants?**

As with commercial property, passage of Measure N will not require homeowners to make any changes at all. The TCP expressly prohibits eminent domain on residential property, and change would only occur if a property owner decides to redevelop their property. The City is also considering adopting a policy requiring replacement of any unit that is lost in the City and the right of a displaced resident to have first choice for a new unit in a redeveloped property.



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## transit corridors plan

### **13. Will there be affordable housing in the TCP area?**

The City supports the development of affordable housing, as was the case at The Crossing which now includes 325 affordable rental units for families and elderly residents. The City's ability to assist in the development of affordable housing has been significantly curtailed by the elimination of redevelopment and the California court decision invalidating the City requirement for affordable rental housing. However, the City is pursuing several options for programs to finance and build affordable housing. For example, San Bruno is participating in a countywide effort to establish affordable housing development impact fees and commercial linkage fees that could generate revenues for affordable housing development.

### **14. What kinds of jobs can be expected?**

The TCP provides for the development of commercial office, retail, and residential uses that will directly and indirectly create many jobs for blue collar and white collar workers, including construction jobs, as well as permanent office and retail jobs. This growth will also have indirect effects in creating jobs to support new commercial uses and residents. The TCP encourages the retention of the existing new automobile dealerships on El Camino Real.

### **15. How much will public facilities and services cost if Measure N passes?**

The TCP includes a series of implementation actions to ensure that new development pays its way and in fact, will contribute to improvements that have a community-wide benefit. For example, Residential Transition Measures were included to avoid impacts of new development on low density residential uses. The City Council has also approved a pre-application procedure for larger new projects to demonstrate how the project will comply with the required measures.

The City has formed a working group composed of staff from various City departments to review TCP implementation strategies, and recommend how to make them happen. The first project will likely be the exploring the possible adoption of a development impact fee to mitigate the impacts of new development on water, sewer and storm water infrastructure.

### **16. How would Measure N affect traffic and public transit?**

Traffic analysis was performed to analyze the impacts of the new development envisioned in the TCP. Certainly, with more residents, shops and jobs there will be more traffic. However, a major purpose of the TCP is to promote public transit use, especially given the many transit opportunities available in San Bruno, including Caltrain and BART stations and SamTrans bus routes. The entire Bay Area is struggling with the impacts of population growth and congestion on roadways. State, regional and local governments are concentrating planning efforts on the link between land use and transportation, with a goal to reduce vehicle miles traveled, not only to improve mobility but also to reduce pollution from automobiles. The TCP locates new mixed use development near public transit to encourage residents, shoppers and workers to utilize a variety of travel modes, including cars, bicycles and especially public transportation. Most office uses would occur adjacent to the new Caltrain Station providing a strong incentive for workers to use Caltrain or BART to travel to work.

### **17. How would Measure N affect parking?**

Recent parking surveys of downtown parking lots have found that the lots are about 66% full at the peak hours in the evening and on weekends. Of course, certain individual lots and on-street parking on San Mateo Avenue are often filled to capacity. Although parking is often perceived as a problem in downtown, it should be noted that parking engineers and planners typically identify 85% of capacity as a target for a healthy downtown shopping area. As part of the TCP implementation, the City will develop a downtown parking management strategy to ensure that sufficient parking is available to meet demand.



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## transit corridors plan

A major component of Measure N is to allow above ground multi-story parking garages, which are currently prohibited in San Bruno without voter approval. As the downtown area becomes a more vibrant shopping district and parking demand increases, a central parking garage will play an important role in solving parking needs. The TCP calls for the City to monitor the parking conditions, and plan for a centralized parking garage in the downtown to alleviate future parking demand.

The TCP also requires new development to accommodate its parking needs on site. The TCP includes modern parking standards recommended by the Metropolitan Transportation Commission (MTC) and parking engineers.

### **18. How will Measure N affect the water system?**

A detailed analysis of San Bruno's water demands attributed to future growth in the TCP area was performed by water engineers. San Bruno plans for the City's future water needs through its Water Master Plan (2013) and Urban Water Management Plan (UWMP 2011). These plans take into account the additional development envisioned in the TCP, which were analyzed in a separate Water Supply Assessment (WSA) report that was prepared for the TCP Specific Plan, as required under state law (Water Code § 10910(c)(4)). The WSA analyzed whether sufficient water would be available to meet the planned water demand for the next 20 years, including the water demand associated with the TCP build out, during normal or wet years, single dry years, or multiple dry year periods. The WSA concluded that San Bruno has sufficient supplies to meet all future demand within its service area, including that associated with the TCP, during normal and dry hydrologic years over 20 years.

The TCP also includes guidelines for new development to incorporate water conservation measures, such as drought tolerant landscaping, use of recycled water, drip irrigation, solar panels, and cool or green roofs to reduce water usage.

### **19. What are the anticipated benefits of implementing the TCP?**

If Measure N passes, San Bruno residents can expect to see numerous benefits as the area revitalizes over the next twenty years:

- Increased economic activity and private investment;
- Revitalization of aging and obsolete land uses and buildings;
- Development of vibrant commercial uses;
- New housing, including affordable housing for seniors and young workers, and preserving existing residential neighborhoods;
- Improved quality of life and safety for all San Bruno residents resulting from breathing new life into our downtown and transit corridors
- New and attractive public places
- New restaurants, shops and stores
- Job creation
- Improved safety and convenience for pedestrians, bicyclists and transit users; and
- New revenue for vital city services for public safety, parks, infrastructure and facilities.

### **20. Where can I find more information about Measure N and the TCP?**

Please go to the City's website at [www.sanbruno.ca.gov](http://www.sanbruno.ca.gov) for more information on Measure N, including a Fact Sheet, and the TCP. The Measure N web page includes links to the TCP and important background documents. If you have specific questions, you can call (650) 616-7074 to speak to a City staff person.



## City Council Agenda Item Staff Report

CITY OF SAN BRUNO

**DATE:** July 22, 2014

**TO:** Honorable Mayor and Members of the City Council

**FROM:** David Woltering, Community Development Director

**SUBJECT:** Adopt Resolution Placing an Initiative Measure on the Ballot for the November 4, 2014 Municipal Election Amending Ordinance 1284 (Chapter 12.26 of the San Bruno Municipal Code) to Allow, Solely within the Transit Corridors Plan Area, New Building Height Restrictions, Increased Density of Certain Residentially-Zoned Parcels, and Above-Ground Multi-Story Parking Structures; Direct the City Attorney to Prepare an Impartial Analysis of Said Initiative Measure; and Authorizing Submission of Ballot Arguments Supporting the Measure on Behalf of the City Council

### BACKGROUND

The City Council has directed City staff to prepare a resolution placing an initiative measure on the upcoming November 4, 2014 ballot to implement the San Bruno Transit Corridors Plan (TCP) by removing certain constraints to development. The initiative measure, to be referred to as the Downtown and Transit Corridors Economic Enhancement Initiative, would implement recommendations of the TCP, which was adopted by the City Council on February 12, 2013 (Resolution No. 2013-16). The initiative measure aims to allow growth and development that meets the community's needs of the present without compromising future community needs. The initiative measure would amend certain development restrictions of Ordinance 1284 to allow taller building heights, increase density on certain residential parcels and allow above-ground multi-story parking structures. All of the amendments would apply only to property within the TCP Area. The initiative measure would require a simple majority vote for passage. Attached is a resolution (see Attachment 1) which, if adopted, would authorize the matter to be placed on the ballot.

The TCP was developed to advance the General Plan vision for long-range physical and economic development, and to promote balanced development, revitalize downtown and other aging commercial areas, conserve established neighborhoods, and foster development of transit supportive uses adjacent to the new Caltrain station and BART station. The TCP is designed to achieve this vision by encouraging private investment and revitalization through new policies, development standards and design guidelines for public and private improvements. These improvements are proposed to make San Bruno more pedestrian, bike and public transit friendly, create new public spaces, bring new stores, restaurants, and housing to the City, and generate new revenue for City services while implementing measures to transition new projects into the existing City.

The TCP identified constraints to implement the TCP vision, including restrictions on certain types of development imposed by a City Ordinance No. 1284, which was adopted in 1977 (see Attachment 2). In order to fully implement the TCP, it is necessary to amend Ordinance 1284, as well as other follow up actions such as updating the City zoning code. Ordinance 1284 states that the following types of proposed development must be approved by the voters of the City of

10.2.

San Bruno: (1) buildings over fifty feet in height; (2) buildings over three stories in height; (3) residential projects at a density above what was permitted by the city's zoning code and map in 1974; and (4) multi-story parking structures.

These outdated restrictions have contributed to severely limiting the economic viability of development projects for decades and have discouraged private investment, as demonstrated by the continuing problem of deteriorating, underutilized and vacant properties in older parts of the City. Voter approval in a citywide election is required to remove the restrictions of Ordinance 1284. No property outside of the TCP area would be affected. If approved by the voters, the initiative measure would revise development policies that hinder the present and future economic development needs of the City.

The TCP proposes to increase building heights within the TCP area to allow economically feasible development projects and to provide flexibility for well-designed projects. During development of the Plan, the TCP Steering Committee reviewed economic research and met with real estate and architecture professionals to understand the appropriate scale of development to achieve the vision of the TCP. It was determined that increases in maximum building heights over the current three-story height limit would be appropriate to provide the appropriate development scale and density of housing needed to encourage transit usage and shopping for goods and services in the downtown, as well as promoting high quality architecture. Just as important, increasing the allowed building height would provide the economic incentive to redevelop underutilized properties. The main impediment to design projects that are economically feasible is related to the number of units that can be built on a development site. The Plan provides an incentive to assemble parcels to create a building site that is large enough to support increased building heights. The project economics become feasible with four to five story buildings, basically three to four stories over podium parking.

San Bruno voters previously approved amendments to Ordinance 1284 for specific projects to achieve economic development goals, including increased height limits at Tanforan Shopping Center (Proposition A, 1984), Bayhill Business Park (Proposition A, 1987), The Crossing (Measure E, 2001), and Artichoke Joe's parking garage (Measure D, 1998). In recent years, there has been growing interest in transit-oriented infill development to revitalize older parts of the City. As a result, the City has updated its land use plans, including the 2009 General Plan and 2010 Housing Element and adopted the TCP to include policies and programs that take advantage of exciting opportunities for economic revitalization and transformation around the new San Bruno Avenue Caltrain station, which was completed this year.

The City Council held a Special Meeting at the American Legion in downtown San Bruno on May 29, 2014 to review the TCP and consider public comment on the proposed ballot measure. Meeting notices were mailed to all residents and property owners within the TCP area and within 300 feet of the TCP area, and about 100 residents attended the meeting. Based on residents' concerns about potential impacts of larger buildings on adjacent lower-density residential uses, the City Council directed staff to design a process to ensure that potential projects adhere to the TCP's Mixed Use to Residential Transition Measures. The proposed procedures are outlined in the Discussion section below.

Residents also expressed concerns about the potential impacts of more development on parking in the downtown and surrounding neighborhoods. The TCP addresses future parking needs by allowing above-ground parking structures within the TCP area which are currently

prohibited throughout the City. The TCP requires future projects to accommodate parking on-site and envisions a potential central parking garage in the downtown. The TCP proposes an implementation program to monitor parking conditions in the TCP area and create a long-term parking management plan for the downtown, including studying the need for a central parking garage in the future.

Residents who live in the TCP area expressed concerns about what might happen to their property if the ballot measure is enacted. The TCP has always included the provision that eminent domain would not be allowed on residential property in the TCP area. In fact, property owners would not be required to do anything with their property, aside from following the normal City regulations already in place. However, the TCP provides property owners with more options if they choose to improve their property. The TCP is designed to promote economic enhancement and redevelopment by establishing standards and guidelines that encourage private investment.

## **DISCUSSION**

The initiative measure would amend Ordinance 1284 to allow the type of mixed use development envisioned in the TCP with appropriately sized buildings and above-ground multi-story parking structures. If approved, the measure would:

- a) Allow buildings on specified properties that exceed the current maximum height limit of three stories or fifty feet by: twenty feet or two stories in the El Camino Real area, fifteen feet or two stories in the San Bruno Avenue area, five feet or one story in the Downtown area, and forty feet or four stories in the Caltrain Station area;
- b) Allow increased residential density on 42 parcels in the TCP area that were zoned residential in 1974. While the TCP includes a total of 114 parcels that were zoned residential in 1974, 72 of those parcels are within the 70-decibel airport noise contour, precluding development of additional residential units, as specified in the San Mateo County Comprehensive Airport Land Use Compatibility Plan. Therefore, these parcels are not included as parcels appropriate for density adjustments.
- c) Allow above-ground multi-story parking garages. The TCP recommends exploring the opportunity to construct a parking garage in a central location of the downtown to alleviate parking impacts from expected increase in economic activity as part of an overall parking strategy for the TCP area. In addition, mixed use development projects will need the flexibility to provide structured parking for commercial and residential uses.

Consistent with the Transit Corridors Plan, certain architectural features such as dormers, roof-top cupolas, corner towers, elevator and mechanical equipment enclosures and other similar features promoting good urban design could extend up to ten feet beyond the height limits with the approval of the Planning Commission through a public review and approval process. No habitable space would be permitted in any such feature located above the building height limit.

The changes would only apply to property within the approximately 155-acre TCP area and not anywhere else in the City. Every development project within the TCP would be required to go through standard environmental and public review process using standards and guidelines laid out in the TCP. The TCP standards and guidelines include a number of techniques to help integrate new development into existing neighborhoods and reduce the impacts on residents. The measure would not allow eminent domain on residential property, as specified in the TCP.

Based on community feedback about potential impacts of larger projects on adjacent low-density residential uses during the development of the TCP, all projects within the TCP area are required to comply with the Mixed-Use to Residential Transition Measures adopted with the Plan (see Attachment 3). In addition, in response to concerns expressed by residents at the May 29, 2014 Special Meeting on the TCP, staff has developed a formal pre-submittal process to evaluate larger proposals through a public process to ensure they meet the community's expectations. Staff proposes that the process be applied to projects on sites that are 20,000 square feet or larger, including for projects that abut a residential property or are located across the street from a residential property, for the following reasons:

- This threshold is already used in the Plan and would be consistent and simple to apply.
- Under the Plan, lots that are 20,000 square feet or larger are not restricted by Floor Area Ratio (FAR). They are restricted by other development standards such as height, setback, stepbacks, and parking requirements. Lots of this size have more development potential, which means they might create more impacts on neighbors, but they also have more room to mitigate any potential impacts.
- Lots with less than 20,000 square feet are limited to a 2.0 FAR under the Plan. A FAR of this size typically results in a two- or three-story building, depending on the site constraints. The TCP added a new setback requirement that exceeds the current Zoning Code. The FAR and setback combined are actually more restrictive in many cases than the current Code. Therefore, development under the TCP on smaller lots is not expected to result in impacts on neighbors beyond what could occur today. Projects on lots less than 20,000 square feet would still have to comply with the Mixed-Use to Residential Transition Measures, but they would not require the separate pre-submittal process.

The proposed formal pre-submittal process would include the following steps, and would require the City Council to take a future action to amend the Zoning Code. Staff would then revise internal policies and informational materials provided to applicants. The proposed steps are as follows:

- Staff would meet with the applicant to explain the process and confirm it is required based on lot size.
- The applicant would submit an application, plans, reimbursement agreement, and deposit check.
- Plans would be of sufficient detail so that the transition to adjacent uses could be analyzed, but would not typically be of the same level of detail as a complete application.
- Staff and an outside design consultant would analyze the project for compliance with the Transition Measures and TCP Design Guidelines. Specific areas of analysis would include, among other things: privacy, lighting, massing, circulation, and noise.
- Property owners within 300 feet would be notified about the project and invited to comment.
- A publicly noticed Architecture Review Committee (ARC) meeting would be held. The analysis of staff and the outside design consultant would be presented. The scope of



the review would be focused specifically on the transition to adjacent uses, and whether any improvements could be made.

- Based on feedback from the ARC and public, the applicant would revise the project and develop plans for a formal, complete submittal.

While staff recommends that the formal pre-application process apply to all lots in excess of 20,000 square feet, the City Council could consider two alternatives.

- One alternative is a more restrictive option that would require a formal pre-submittal process for all projects in the TCP area that abut low-density residential uses. However, as described above, smaller projects (on sites under 20,000 square feet) would be unlikely to affect adjacent residential uses negatively. Requiring small projects to undergo the pre-submittal requirement would be burdensome for owners of small development sites and potentially discourage reinvestment and redevelopment of these sites, which is contrary to the intent of the TCP.
- Another alternative would apply the formal pre-submittal requirement only to larger projects (on sites 20,000 square feet or more) that abut lower-density residential uses. This alternative is less restrictive in that it would not be required for larger projects that are located across the street from low-density residential uses, which is contrary to the goal of mitigating the impacts of development near residential areas.

The attached resolution includes a provision incorporating the staff recommendation and requiring the City to establish the formal pre-submittal process described above. Staff will prepare a detailed pre-submittal procedure for City Council consideration to include in the Zoning Code update.

California Elections Code section 9222 provides that the City Council can submit an initiative measure to the voters without petition. In this case the measure would amend Ordinance 1284 as specified above. The milestones to qualify for the November 4, 2014 Election are as follows:

Final day to deliver resolution to the San Mateo County Elections Officer requesting to place ballot measure for the November 4, 2014 Election.	August 8
10-day public review period for all documents filed on August 8.	August 8-18
Last day to amend or withdraw ballot measure.	August 13
Primary arguments in favor and against ballot measure are due.	August 15
10-day public review for primary arguments filed in favor of or against the measure.	August 15-25
Rebuttal arguments for the measure are due.	August 25
Impartial analysis by the City Attorney is due.	August 25
10-day review for impartial analysis and rebuttal analysis	August 25 - September 4
Election Day	November 4

Staff believes the initiative measure should apply to the entire TCP Area, as proposed in the TCP, in order to provide the greatest opportunity to realize the plan vision and maximize community benefits. However, the City Council may also consider an alternative approach such as reducing the size of the area subject to the initiative measure or adjusting proposed

standards (e.g., height standards), which could result in greater support for the measure by reducing impacts on nearby existing properties.

The proposed amendments of this measure were analyzed in the Transit Corridors Plan Program Environmental Impact Report (State Clearinghouse No. 2010122029), certified on February 12, 2013 by City Council Resolution 2013-14. The measure does not change the land use regulations or development program at the height and density proposed in the Transit Corridors Plan, and, therefore, no further potential for causing a significant effect on the environment impacts are anticipated, although the physical development of individual sites will be subject to review and analysis as provided by CEQA.

### **FISCAL IMPACT**

The City Clerk's office has been in contact with County elections officials, which has an estimated cost of approximately \$35,000 to add this measure to the ballot for the regular municipal election.

The TCP is designed to attract commercial and residential development to the area with accompanying services and uses, which could result in a significant positive impact on the long-term economic sustainability of the City. Additional revenues will be realized through property tax, sales tax, transient occupancy tax and business license fees, as well as residual revenues from potential purchases by the daytime population (office workers and hotel users) and evening population (residents and visitors) who will utilize local commercial services and shop in the adjacent retail centers. On the other hand, the TCP could also increase the need for public facilities and services. City service costs are monitored through the budget review process. However, based on the uses proposed and the density of development, staff anticipates that revenue from the build-out will offset the demand for new and/or expanded public facilities and services.

### **ALTERNATIVES**

1. Approve resolution with adjustments, such as reducing the area subject to the initiative measure adjusting the height limit in certain subareas, as directed by the City Council
2. Consider placing the Initiative Measure on a future ballot

### **RECOMMENDATION**

Adopt Resolution Placing an Initiative Measure on the Ballot for the November 4, 2014 Municipal Election Amending Ordinance 1284 (Chapter 12.26 of the San Bruno Municipal Code) to Allow, Solely within the Transit Corridors Plan Area, New Building Height Restrictions, Increased Density of Certain Residentially- Zoned Parcels, and Above-Ground Multi-Story Parking Structures; Direct the City Attorney to Prepare an Impartial Analysis of Said Initiative Measure; and Authorizing Submission of Ballot Arguments Supporting the Measure on Behalf of the City Council

**ATTACHMENTS**

1. Resolution Placing Measure on the November 4, 2014 ballot
  - A. TCP Boundary Map
  - B. Ordinance Amending Ordinance 1284
    1. TCP Building Height Map
    2. TCP Residential Density Map
    3. List of Assessor Parcel Numbers in TCP area
2. Ordinance 1284
3. TCP Mixed-Use to Residential Transition Measures

**DATE PREPARED:**

July 17, 2014

**REVIEWED BY:**

\_\_\_\_\_ CM

\_\_\_\_\_ CA

## ATTACHMENT 1

### RESOLUTION NO. 2014-\_\_

**A RESOLUTION PLACING AN INITIATIVE MEASURE ON THE BALLOT FOR THE NOVEMBER 4, 2014 MUNICIPAL ELECTION AMENDING ORDINANCE 1284 (CHAPTER 12.26 OF THE SAN BRUNO MUNICIPAL CODE) TO ALLOW, SOLELY WITHIN THE TRANSIT CORRIDORS PLAN AREA, NEW BUILDING HEIGHT RESTRICTIONS, INCREASED DENSITY OF CERTAIN RESIDENTIALLY ZONED PARCELS AND ABOVE-GROUND MULTI-STORY PARKING STRUCTURES; DIRECT THE CITY ATTORNEY TO PREPARE AN IMPARTIAL ANALYSIS OF SAID INITIATIVE MEASURE; AND AUTHORIZING SUBMISSION OF BALLOT ARGUMENTS SUPPORTING THE MEASURE ON BEHALF OF THE CITY COUNCIL**

**WHEREAS**, the City Council desires to submit to the voters at the municipal election on November 4, 2014 an ordinance, which may be referred to as the Downtown and Transit Corridors Economic Enhancement Initiative, and which, if approved by the voters, would allow, solely within the transit corridors plan area, new building height restrictions, increased density of certain residentially zoned parcels and above-ground multi-story parking structures consistent with the adopted Transit Corridors Specific Plan (TCP);

**WHEREAS**, the City Council of the City of San Bruno adopted Resolution 2013-16, adopting the Transit Corridors Specific Plan on February 12, 2013 in order to achieve the community's desire to stimulate economic activity and encourage private investment; to revitalize aging and obsolete land uses and buildings with new housing and vibrant commercial uses within the Transit Corridors Area; to improve the quality of life and safety for all San Bruno residents enabling revitalization of San Bruno's downtown, creating new and attractive public places, attracting new restaurants, shops and stores, creating jobs, providing new housing, including housing for seniors, and preserving existing residential neighborhoods; to make the area safe and convenient for pedestrians, bicyclists and public transit users; and to generate new revenue for vital city services for public safety, parks, public infrastructure and facilities;

**WHEREAS**, the Transit Corridors Plan Area encompasses a total of 155 acres, including 90 acres of buildable land, along commercial corridors adjacent to the new San Bruno Avenue Caltrain Station, as shown on the map in Exhibit A;

**WHEREAS**, in order to promote mixed use and transit oriented development and achieve the economic development and redevelopment as envisioned in the Transit Corridors Plan, it is necessary to adjust the City's development standards to allow: (1) buildings that exceed the current height limits by twenty feet or two stories in the El Camino Real area, by fifteen feet or two stories in the San Bruno Avenue area, by five feet or one story in the San Mateo Avenue area, and by forty feet or four stories in the

Caltrain Station area; (2) development on 42 residential parcels that exceeds the density limits permitted in 1974; and (3) above-ground multi-story parking garages;

**WHEREAS**, the proposed changes would only apply to property within the Transit Corridors Plan area and not anywhere else in the City;

**WHEREAS**, consistent with the Transit Corridors Plan, the measure would not allow eminent domain on residential property;

**WHEREAS**, City Ordinance No. 1284, adopted in 1977, is a constraint to development in the Transit Corridors Area by prohibiting the following types of development in San Bruno unless approved by a majority of the voters of San Bruno, including: (1) buildings or other structures exceeding 50 feet in height; (2) buildings or other structures exceeding three stories in height; (3) buildings or other structures, modifications or redevelopment thereof in residential districts which increase the number of dwelling units per acre or occupancy, within each acre or portion thereof, in excess of limits permitted on October 10, 1974, under the then existing Zoning Chapter of the City of San Bruno; and (4) multi-story parking structures or buildings;

**WHEREAS**, the proposed amendments of this measure were analyzed in the Transit Corridors Plan Program Environmental Impact Report (State Clearinghouse No. 2010122029), certified on February 12, 2013 by City Council Resolution 2013-14. The measure does not change the land use regulations or development program at the height and density proposed in the Transit Corridors Plan, and, therefore, no further potential for causing a significant effect on the environment impacts are anticipated, although the physical development of individual sites will be subject to review and analysis as provided by CEQA;

**WHEREAS**, each development project will be subject to the City's development review and environmental review process, including the development standards and design guidelines contained in the Transit Corridors Plan, and making a finding that the project is in compliance with the Mixed Use to Residential Transition Measures to mitigate the impacts of new development on adjacent residential neighborhoods; and

**WHEREAS**, in order to provide greater assurance that larger projects in the Transit Corridor Plan area comply with the residential transition measures and to further protect adjacent low density residential uses from potential impacts of larger buildings, proposed development projects on sites 20,000 square feet or larger will be subject to a formal public pre-submittal process, prior to an application being deemed complete.

**NOW THEREFORE, BE IT HEREBY RESOLVED** that the City Council of the City of San Bruno does hereby resolve as follows:

Section 1. That the City Council orders submitted to the voters at the General Municipal Election to be held and consolidated with the Statewide General Election on Tuesday, November 4, 2014, the following question:

To stimulate economic enhancement in San Bruno's Transit Corridors Plan Area, shall the City amend Ordinance 1284 to allow: (1) buildings exceeding the maximum height of fifty feet by: twenty feet along El Camino Real, fifteen feet along San Bruno Avenue, five feet along San Mateo Avenue, and forty feet in the Caltrain Station area; (2) development on 42 residential parcels exceeding the density permitted in 1974; (3) above-ground multi-story parking garages.	YES
	NO

- Section 2. If the ordinance is enacted, the City Council will establish a formal pre-submittal public process to evaluate proposals in the Transit Corridors Plan area located on sites that are 20,000 square feet or larger to ensure they comply with the Mixed-Use to Residential Transition Measures adopted in the Transit Corridors Plan. The pre-submittal process will be incorporated into the San Bruno Zoning Code.
- Section 3. A majority vote of the voters is required to approve the ordinance.
- Section 4. The full text of the ballot measure to be voted upon is set forth in Exhibit B, attached hereto.
- Section 5. This measure is submitted to the voters pursuant to Elections Code Section 9222.
- Section 6. The ballots used at the election shall be in the form and content as is required by law.
- Section 7. The City Attorney is hereby directed to prepare and submit an impartial analysis.
- Section 8. Arguments in Favor or Against the above ballot measure shall be filed with the City Clerk of the City of San Bruno during regular business hours by August 15, 2014 after which no arguments for or against the City measure may be submitted to the City Clerk.
- Section 9. The Mayor or his designee(s) are hereby authorized to prepare a written argument in favor of the ballot measure, not to exceed 300 words, on behalf of the City Council. At the Mayor's discretion, the argument may also be signed by bona fide associations or by individual voters who are eligible to vote.
- Section 10. Rebuttal arguments shall be filed with the City Clerk during regular business hours by August 25, 2014 and shall not exceed 250 words in length.

Section 11. The Mayor or his designee(s) are hereby authorized to prepare rebuttal responses to any arguments filed against the ballot measure.

Section 12. During the period commencing August 15, 2014 and ending August 25, 2014, the City Clerk shall make available for public inspection the arguments filed For and Against the ballot measure.

Section 13. The County Election Department is hereby authorized to canvass the returns of the election. The election shall be held in all respects as if there were only one election, and only one form of ballot shall be used.

Section 14. The Board of Supervisors of the County of San Mateo is hereby requested to issue instructions to the County Election Department to take any and all steps necessary for the holding the election.

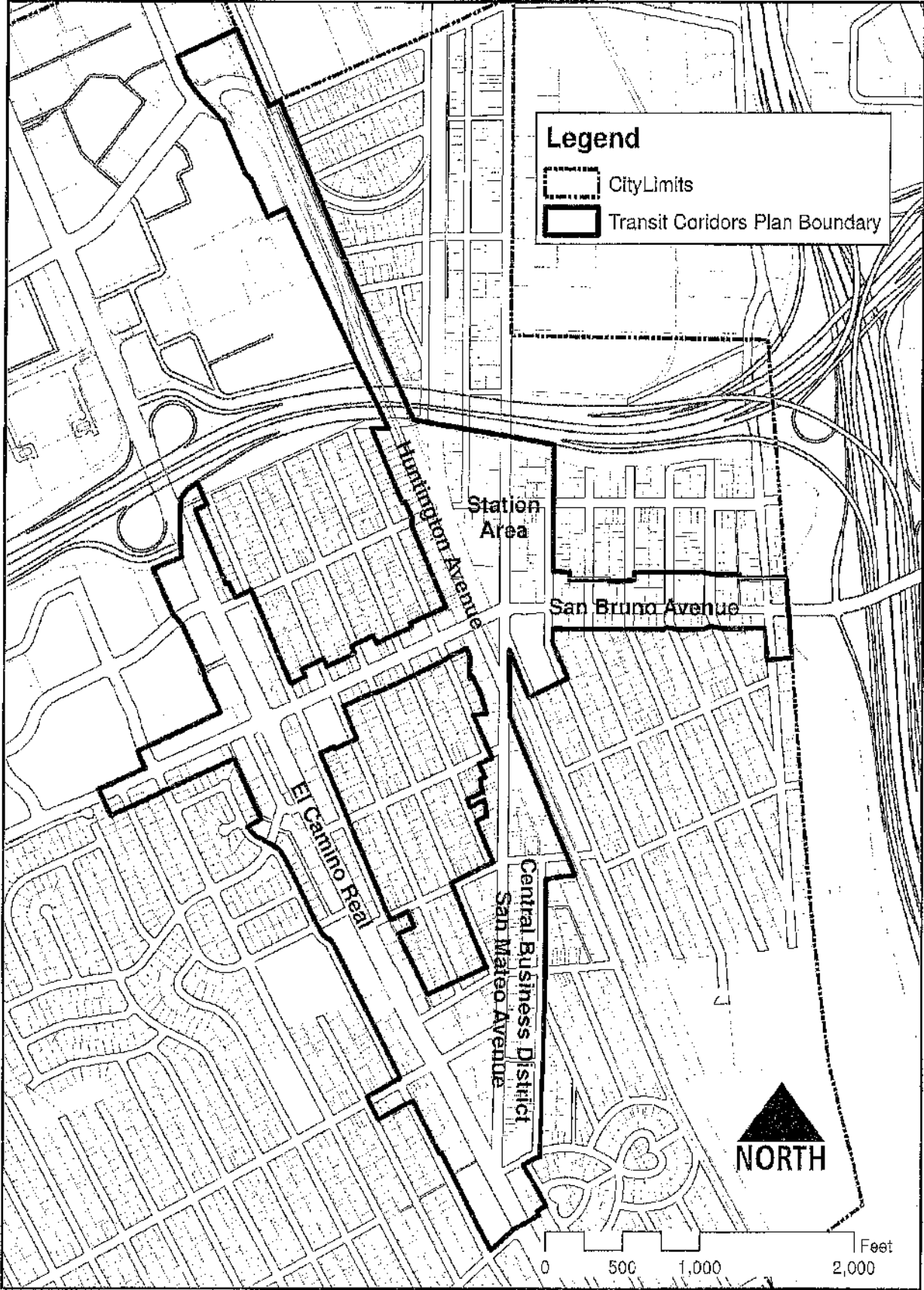
Section 15. The "full text" of ORDINANCE NO. 2014-\_\_\_\_\_ AN INITIATIVE ORDINANCE OF THE CITY OF SAN BRUNO AMENDING ORDINANCE NO. 1284 (CHAPTER 12.26 OF THE SAN BRUNO MUNICIPAL CODE) TO ALLOW, SOLELY WITHIN THE TRANSIT CORRIDORS PLAN AREA, NEW BUILDING HEIGHT RESTRICTIONS, INCREASED DENSITY OF CERTAIN RESIDENTIALLY ZONED PARCELS, AND ABOVE GROUND MULTI-STORY PARKING STRUCTURES shall appear in the voter information pamphlet.

Section 16. The City Clerk is hereby directed to deliver forthwith certified copies of this Resolution to the Clerk of the Board of Supervisors of San Mateo County and the Registrar of Voters of San Mateo County promptly upon its adoption.

I hereby certify that the foregoing Resolution No. 2014-  
was duly introduced and adopted by the San Bruno City Council  
on July 22, 2014 by the following vote:

AYES : COUNCILMEMBER  
NOES : COUNCILMEMBER  
ABSENT: COUNCILMEMBER

Exhibit A  
San Bruno Transit Corridors Plan





**EXHIBIT B**

**ORDINANCE NO. \_\_\_\_\_**

**AN INITIATIVE ORDINANCE OF THE CITY OF SAN BRUNO AMENDING  
ORDINANCE NO. 1284 (CHAPTER 12.26 OF THE SAN BRUNO MUNICIPAL  
CODE) TO ALLOW, SOLELY WITHIN THE TRANSIT CORRIDORS PLAN  
AREA, NEW BUILDING HEIGHT RESTRICTIONS, INCREASED DENSITY OF  
CERTAIN RESIDENTIALLY ZONED PARCELS AND ABOVE-GROUND  
MULTI-STORY PARKING STRUCTURES**

The people of the City of San Bruno do ordain as follows:

SECTION 1: This ordinance may be referred to as the Downtown and Transit Corridors Economic Enhancement Initiative.

SECTION 2: Upon appropriate application, the City of San Bruno shall have the authority to review, hold public hearings upon, deliberate upon, and approve, or deny, or modify any proposed development and inclusion of new buildings and related structures within the Transit Corridors Plan Area, shown on the Map in Exhibit 1, without further voter approval, subject to the following conditions, restrictions, and parameters:

A. The maximum height of any building or structure shall be adjusted to allow an increase above the current height limit of 50 feet or 3 stories as follows (as shown on the map in Exhibit 1):

i. The maximum height of any building or structure shall not exceed 70 feet or five stories along El Camino Real;

ii. The maximum height of any building or structure shall not exceed 65 feet or five stories along San Bruno Avenue, Huntington Avenue and between San Mateo Avenue and 2<sup>nd</sup> Avenue;

iii. The maximum height of any building or structure shall not exceed 55 feet or four stories along San Mateo Avenue;

iv. The maximum height of any building or structure shall not exceed 90 feet or seven stories in the Caltrain Station area;

B. The density limits of 42 parcels that were zoned residential in 1974 (as shown on Map in Exhibit 2) shall be subject to the same development standards permitted in Transit Corridors Plan;

C. A proposed development may include a variety of residential and commercial uses and parking structures; subject to a maximum height of any structure not to exceed *the* height limits set forth in Subsection A;

D. Consistent with the adopted Transit Corridors Plan, certain architectural

features such as dormers, roof-top cupolas, corner towers, elevator and mechanical equipment enclosures and other similar features promoting good urban design would be permitted extend up to ten feet beyond the height limits with the approval of the Planning Commission through a public review and approval process. No habitable space would be permitted in any such feature located above the building height limit

SECTION 3: As used in this ordinance, the term "Transit Corridor Plan Area" means the area of approximately 155 acres, located within the City of San Bruno, including Downtown San Bruno along San Mateo Avenue and adjacent streets, including El Camino Real, San Bruno Avenue and Huntington Avenue, as shown on the attached Transit Corridors Area map; more particularly described in the list of Assessor's Parcel Numbers in Exhibit 3.

SECTION 4: As used in this ordinance, the term "City of San Bruno" means the San Bruno City Council, the San Bruno Planning Commission, the Architectural Review Committee of the San Bruno Planning Commission, and any other officer or employee of the City of San Bruno, as set forth above, responsible for the approval and/or administration of projects involving physical development of real property in the City of San Bruno.

SECTION 5: In the event that any building or related structure governed by this ordinance is damaged by fire, explosion, flood, earthquake or other natural disaster or calamity, such building or related structure may be restored not to exceed the maximum permitted height or to exceed the number of stories approved by this ordinance without further voter approval, provided that any such reconstruction shall be in compliance with the other applicable zoning, health and safety ordinances in effect at the time of such restoration.

SECTION 6: This ordinance constitutes an express exception in the area specified to the requirements of any other ordinance of the City of San Bruno which would otherwise require approval by the voters of the City of San Bruno prior to approval of construction of any building or structure in excess of three (3) stories or fifty (50) feet in height, construction of any above-ground multi-story parking structure, and/or maximum density of residential development.

SECTION 7: The height and the number of stories of any building or related structure and the definitions of the words, terms, and phrases herein shall be governed by the definitions in the edition of the California Building Code most recently adopted by the City of San Bruno, or as modified by local ordinance.

SECTION 8: Nothing in this ordinance shall be construed to except (beyond that stated herein) the proposed development from any requirement or procedure adopted or established by any City ordinance or resolution, or by any county or regional law or regulation, or by state law or regulation concerning the development approval process of the City of San Bruno; further, nothing in this ordinance shall be construed to require the City of San Bruno approve any such development.

SECTION 9: If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The people of the City of San Bruno hereby declare that they would have

adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

SECTION 10: The proposed amendments of this initiative ordinance were analyzed in the Transit Corridors Specific Plan Program Environmental Impact Report (State Clearinghouse No. 2010122029), certified on February 12, 2013 by City Council Resolution 2013-14. The measure does not change the land use regulations or development program at the height and density proposed in the Transit Corridors Plan, and, therefore, no further potential for causing a significant effect on the environment impacts are anticipated. However, the physical development of individual sites will be subject to review and analysis as provided by CEQA.

SECTION 11: This ordinance shall take effect as provided in § 9217 of the Elections Code of the State of California.

SECTION 12: The City Clerk shall publish this ordinance according to law



Exhibit 1  
Downtown and Transit Corridors Economic Enhancement Initiative  
Proposed Maximum Building Heights

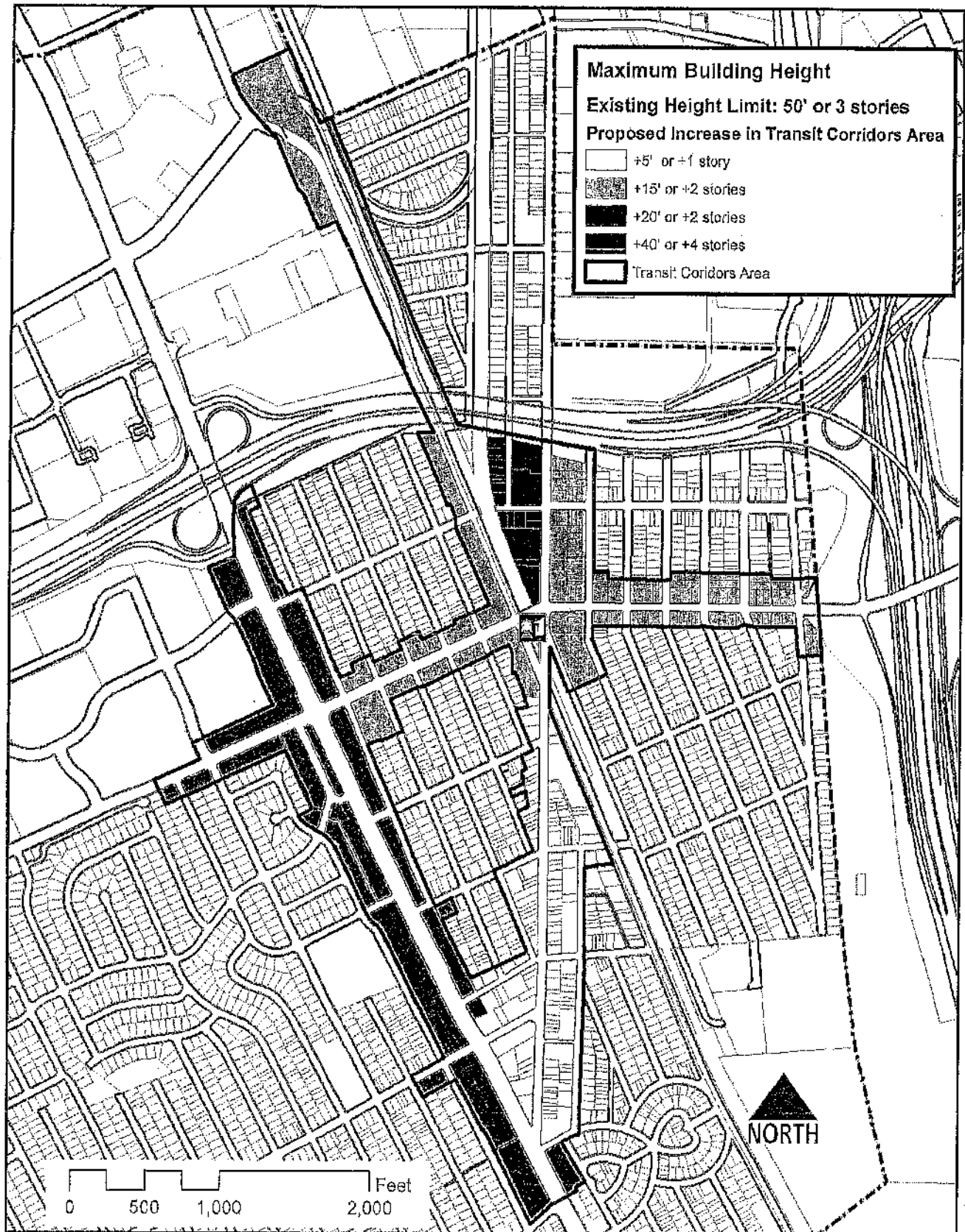
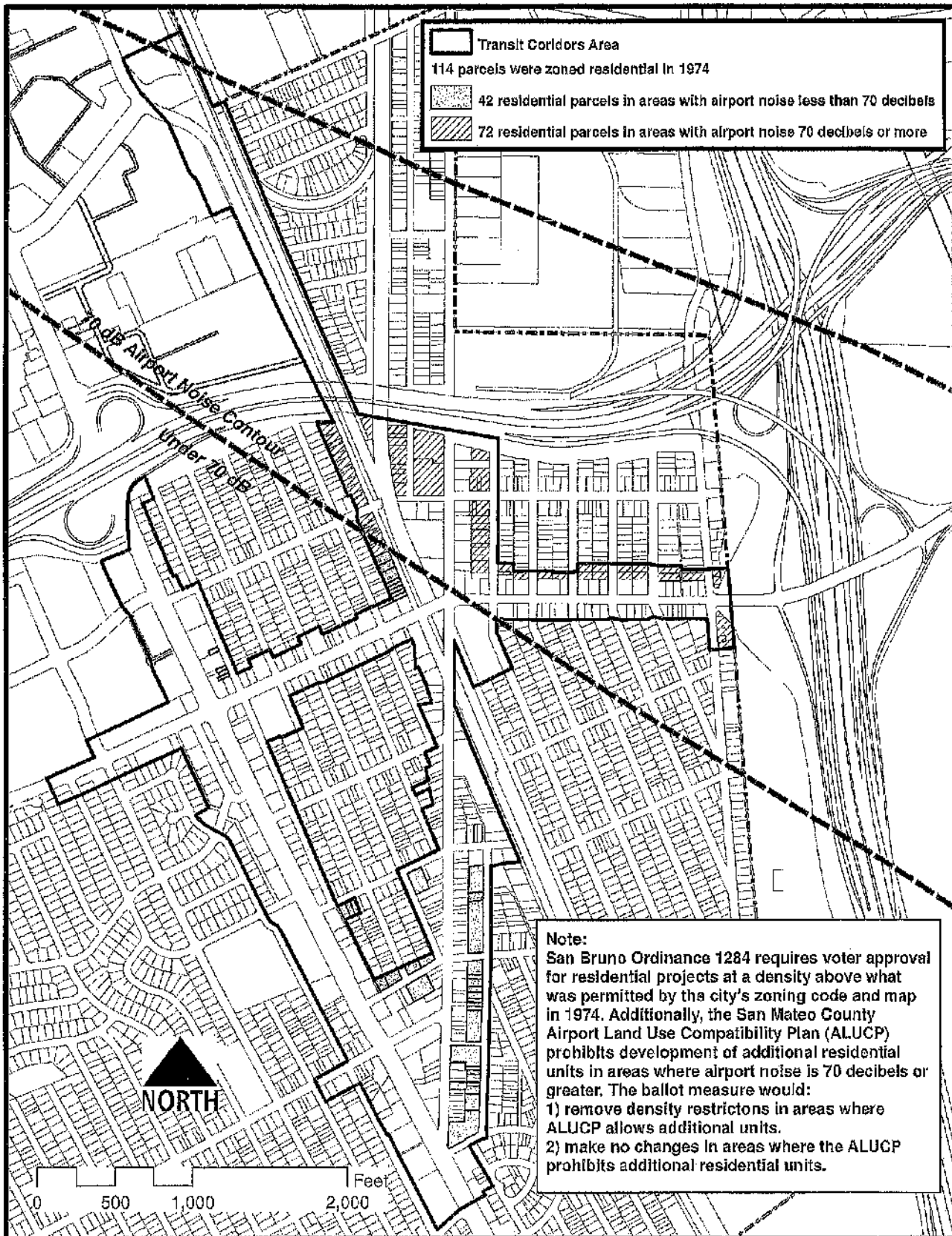


Exhibit 2  
Proposed Increase in Residential Density  
San Bruno Transit Corridors Plan



**Exhibit 3**  
**Assessor Parcel Numbers of Property in the**  
**San Bruno Transit Corridors Plan Area**

**Complete List of APNs in Transit Oriented Land Use Classification with Amendment (466 APN's)**

014-285-030	020-075-100	020-111-140	020-143-240	020-132-320	020-145-210	020-256-100	020-362-210	020-362-240
014-285-999	020-075-110	020-111-150	020-144-150	020-132-340	020-145-340	020-256-130	020-362-230	020-363-010
014-291-030	020-076-090	020-111-160	020-144-160	020-132-350	020-145-350	020-256-140	020-256-150	020-363-020
014-291-040	020-076-100	020-111-170	020-124-350	020-132-360	020-145-470	020-184-170	020-256-160	020-363-030
014-292-040	020-076-110	020-111-320	020-125-320	020-132-370	020-145-480	020-184-180	020-256-170	020-363-040
014-292-050	020-076-120	020-111-360	020-125-050	020-135-010	020-145-490	020-184-190	020-256-180	020-363-050
014-292-060	020-076-130	020-111-370	020-126-080	020-136-020	020-145-510	020-185-110	020-256-190	020-363-060
014-292-070	020-076-160	020-111-380	020-126-130	020-136-030	020-161-100	020-185-120	020-256-250	020-363-070
014-292-080	020-076-200	020-112-340	020-126-140	020-136-040	020-161-110	020-185-140	020-256-260	020-363-080
014-292-090	020-076-220	020-112-350	020-126-160	020-136-050	020-161-130	020-186-100	020-256-270	020-363-090
014-292-100	020-076-230	020-113-160	020-126-170	020-136-080	020-162-040	020-186-110	020-256-280	020-363-100
014-292-110	020-076-240	020-113-370	020-126-180	020-136-120	020-162-050	020-186-150	020-256-320	020-363-110
014-292-120	020-076-250	020-113-380	020-126-190	020-136-130	020-162-060	020-186-290	020-256-330	020-363-120
014-292-130	020-076-260	020-113-390	020-126-200	020-141-380	020-162-070	020-187-100	020-256-340	020-363-130
014-293-010	020-096-050	020-114-150	020-131-010	020-141-410	020-162-100	020-187-140	020-256-350	020-363-140
014-293-020	020-096-060	020-114-160	020-131-020	020-142-030	020-162-110	020-187-150	020-275-010	020-363-150
014-293-030	020-096-070	020-114-190	020-131-110	020-142-040	020-162-120	020-187-160	020-275-020	020-363-160
014-293-040	020-096-080	020-114-340	020-131-120	020-142-050	020-162-130	020-187-170	020-275-270	020-363-170
014-293-050	020-096-090	020-115-160	020-131-170	020-142-060	020-162-140	020-187-350	020-276-010	020-363-190
014-293-110	020-097-010	020-115-170	020-131-190	020-142-070	020-162-180	020-188-010	020-276-020	020-363-200
014-293-120	020-101-050	020-115-360	020-131-240	020-142-080	020-163-030	020-188-040	020-276-030	020-363-210
014-311-040	020-101-060	020-116-060	020-131-250	020-142-090	020-163-040	020-188-050	020-276-040	020-363-220
014-311-050	020-101-070	020-116-120	020-131-280	020-142-100	020-163-090	020-188-090	020-276-150	020-364-020
014-311-060	020-101-080	020-116-130	020-131-290	020-142-110	020-163-100	020-188-100	020-276-160	020-364-030
014-316-140	020-101-090	020-116-160	020-166-010	020-142-120	020-163-130	020-188-110	020-276-170	020-364-040
014-316-160	020-101-100	020-116-230	020-166-150	020-142-130	020-163-140	020-188-130	020-276-180	020-364-050
014-316-180	020-101-320	020-116-260	020-131-300	020-142-140	020-164-020	020-188-150	020-276-210	020-364-070
014-317-020	020-101-330	020-116-290	020-131-360	020-142-150	020-164-030	020-188-230	020-276-220	020-364-120
020-011-310	020-101-350	020-116-300	020-131-370	020-142-170	020-164-040	020-188-240	020-276-240	020-364-130
020-019-080	020-101-370	020-116-310	020-131-400	020-142-180	020-164-060	020-188-250	020-276-290	020-364-140
020-019-100	020-101-380	020-116-330	020-131-410	020-142-190	020-165-010	020-188-280	020-276-300	020-364-170
020-019-999	020-101-390	020-121-030	020-131-420	020-142-200	020-165-020	020-188-290	020-276-310	020-364-180
020-063-010	020-106-150	020-121-060	020-131-430	020-142-210	020-166-160	020-188-300	020-276-320	020-364-200
020-063-020	020-106-160	020-121-090	020-131-450	020-142-230	020-166-170	020-188-310	020-293-030	020-364-210
020-064-290	020-106-170	020-121-100	020-131-470	020-142-240	020-166-180	020-188-330	020-293-040	020-364-270
020-064-310	020-106-180	020-121-210	020-131-480	020-143-010	020-166-190	020-188-340	020-361-050	020-364-300
020-065-010	020-106-190	020-121-240	020-131-510	020-143-020	020-166-200	020-188-360	020-361-060	020-364-320
020-065-020	020-106-200	020-121-320	020-131-520	020-143-060	020-167-010	020-188-380	020-361-070	020-364-330
020-071-010	020-106-210	020-121-340	020-131-540	020-143-070	020-167-220	020-188-390	020-361-080	020-364-340
020-071-040	020-106-220	020-121-350	020-131-550	020-143-080	020-167-230	020-188-400	020-361-090	020-364-350
020-072-030	020-106-230	020-121-360	020-131-560	020-143-130	020-167-240	020-188-410	020-361-160	020-364-999
020-072-040	020-106-240	020-122-010	020-131-570	020-143-140	020-167-250	020-188-420	020-361-230	020-371-050
020-072-050	020-106-310	020-122-310	020-132-010	020-143-150	020-168-010	020-191-360	020-361-240	020-371-060
020-072-060	020-111-010	020-122-320	020-132-020	020-143-160	020-168-250	020-191-370	020-361-250	020-371-070
020-072-070	020-111-020	020-123-010	020-132-030	020-143-170	020-168-280	020-191-380	020-361-260	020-371-400
020-072-230	020-111-030	020-123-280	020-132-050	020-143-180	020-168-270	020-191-400	020-361-280	020-371-490
020-072-290	020-111-040	020-123-290	020-132-080	020-143-190	020-184-050	020-192-420	020-362-050	092-020-060
020-072-310	020-111-060	020-123-300	020-132-090	020-143-200	020-184-060	020-192-440	020-362-060	093-340-010
020-072-320	020-111-100	020-123-310	020-132-120	020-143-230	020-184-070	020-192-460	020-362-070	093-340-020
020-072-330	020-111-110	020-124-010	020-132-130	020-145-010	020-184-080	020-193-360	020-362-160	093-341-010
020-075-080	020-111-120	020-124-310	020-132-140	020-145-020	020-184-150	020-193-999	020-362-190	
020-075-090	020-111-130	020-124-340	020-132-300	020-145-030	020-184-160	020-256-090	020-362-200	

## Attachment 2

ORDINANCE NO. 1284

AN INITIATIVE ORDINANCE TO REQUIRE AN AFFIRMATIVE VOTE OF THE VOTERS OF THE CITY OF SAN BRUNO PRIOR TO THE ISSUANCE OF ANY PERMITS OR OTHER APPROVALS FOR HIGH-RISE OR HIGH-DENSITY DEVELOPMENTS AND PROJECTS ENCREACHING UPON SCENIC CORRIDORS AND OPEN SPACES

WHEREAS, on May 23, 1977 the City Clerk of the City of San Bruno presented a Certificate of Sufficiency to the City Council of said City entitled an "Initiative Measure to Require an Affirmative Vote of the Voters of the City of San Bruno Prior to the Issuance of Any Permits or Other Approvals for High-Rise or High-Density Developments and Projects Encroaching Upon Scenic Corridors and Open Spaces";

NOW, THEREFORE, pursuant to Sections 4010 and 4011 (Chapter 248) of the California Elections Code, the City Council of the City of San Bruno does ordain as follows:

"Section 1. Unless and until approved by a majority of the voters of the City of San Bruno voting at a general or special election, no building permits, grading permits or other approvals shall be issued to allow or authorize the initiation or construction of buildings, other structures, land development projects or land uses described below:

(a) Buildings or other structures exceeding 50 feet in height.

(b) Buildings or other structures exceeding three stories in height.

(c) Buildings or other structures, modifications or redevelopment thereof in residential districts which increase the number of dwelling units per acre or occupancy, within each acre or portion thereof, in excess of limits permitted on October 10, 1974, under the then existing Zoning Chapter of the City of San Bruno.

(d) Multi-story parking structures or buildings.

(e) Buildings or other structures, modifications or redevelopment thereof which encroach upon, modify, widen or realign the following streets hereby designated as scenic corridors: Crystal Springs Road between Oak Avenue and Junipero Serra Freeway; and Sheath Lane from El Camino Real to existing westerly City limits.

Section 2. In voting upon this initiative ordinance and subsequent referrals thereunder, the People hereby find and declare that this ordinance and subsequent referrals are crucial legislative policy-making decisions by the voters of San Bruno necessary to adequately protect the health, safety and welfare of its citizens under present and future conditions.

To provide a knowledgeable basis for voter decisions and adequate opportunity to property owners who may be adversely affected to present their viewpoints to the Planning Commission, City Council and voters, it is essential that the City Council should provide for the following prior to election on this initiative ordinance and subsequent referrals thereunder:

(a) Compliance with Section 4017 of the Elections Code providing for proponent and opponent arguments in the Voters Pamphlet and Sections 55854, et seq., of the Government Code providing for public hearings before the Planning Commission and City Council.

(b) Town-hall type of hearing whereby experts, proponents and opponents may be heard and questioned by voters in attendance; and availability to voters for loan or review at City Hall of summaries of hearings and EIR proceedings before the Planning Commission and City Council and all other relevant materials.

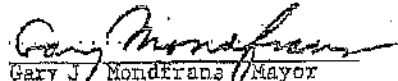
Section 3. Any owner-applicant may appeal denial of his application to the voters by accompanying such request with a sufficient deposit to cover entire expense of such election.

Section 4. In the event this initiative ordinance is enacted by the voters, the Notice of Intent to Circulate Petition shall become an introductory part of said ordinance and be included in the publication thereof in the Code of the City of San Bruno for the purpose of reflecting the intent of the voters in adopting same.

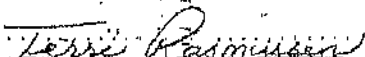
Section 5. If any section, subsection, sentence, clause, phrase or portion of this initiative ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The People hereby declare that they would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any section, subsection, sentence, clause, phrase or portion be declared invalid or unconstitutional. If any portions hereof are ruled invalid as being conflicting or incompatible, the latter portions are to be invalidated in preference to former portions hereof.

Section 6. This initiative ordinance shall be published and take effect upon enactment by the voters. Insofar as permitted by law it shall be retroactive to October 10, 1974.

The City Clerk shall cause this Initiative Ordinance to be published in the San Bruno Herald, a newspaper of general circulation, printed, established and circulated in the City of San Bruno and hereby designated for the purpose.

  
Gary J. Mondfrans Mayor

ATTEST:

  
Terri Rasmussen, City Clerk

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I hereby certify that the foregoing Ordinance No. 1284 was duly and regularly introduced and adopted by the City Council of the City of San Bruno at an adjourned regular meeting thereof held on the 1st day of June, 1977, by the following vote:

AYES: Councilmen Governale, Kozkowski, Mondfrans  
NOES: Councilmen Bernard, Griffith  
ABSENT: Councilmen None

  
CITY CLERK



## **ATTACHMENT 3**

### **Transit Corridors Plan Mixed-Use to Residential Transition Measures**

The Transit Corridors Plan (TCP) includes a number of techniques to help integrate new development into existing neighborhoods and reduce the impacts on residents.

#### **Public Review Process**

Every new building constructed in the Transit Corridors Plan area will require a public meeting and neighborhood notification. This is an improvement over current requirements, where the approval process does not always trigger neighborhood notification. This will be implemented through the Zoning Code Update. For each new project, the Zoning Code will require analysis of the transition from a new project to any adjacent low-density residential property. For each project, staff will analyze the project to make sure the applicant has considered adjacent residential properties and make recommendations as needed. This would include things like building design, privacy impacts, and exterior lighting. Staff will not be able to recommend approval for projects that do not implement transition measures. The Planning Commission will have to make a legal finding of fact related to the transition, which will bring attention to this issue and make applicants aware that this is a priority for the community.

#### **Building Design**

The TCP includes two different tools to ensure quality design: Development Standards and Design Guidelines. The Development Standards are requirements that set the maximum building envelope and the basic form of buildings. The Design Guidelines address how buildings should be oriented on the site and the quality of the architecture. Together, they will provide guidance to developers on the community's expectations and to the Planning Commission on whether to approve a project.

#### **Development Standards**

The TCP includes three specific requirements that will aid in the transition from new projects to existing low-density residential properties:

- **New setback requirement:** The current Municipal Code does not require any setbacks in the C- Commercial Zoning District, which applies to San Bruno Avenue and the majority of El Camino Real. As a result, it would be possible for a developer to build a new building on the property line up to 50 feet tall, immediately adjacent to single family homes. The TCP proposes a new rear setback requirement of 10 feet in the entire Plan Area.
- **Stepback requirement:** A stepback is a development standard that requires the upper stories of buildings to be stepped back, or set in, farther than the lower floors to reduce the apparent mass and bulk of the building. Through the community input process, the required stepback adjacent to existing low-density residential uses was increased. The version of the TCP before the City Council on February 12, 2013 requires a 15 foot stepback above the 3<sup>rd</sup> floor when the project is adjacent to low density residential uses.
- **Graduated FAR requirement:** FAR or "floor area ratio" establishes the maximum permitted building area as a multiple of the area of the lot. Currently, the Municipal Code does not set FAR requirements within the TCP area. For sites greater than 20,000 square feet, the Plan proposes no FAR limit, with the building envelope being limited by

height, setback, and stepback. On sites less than 20,000 square feet, the Plan proposes an FAR of 2.0. Thus, projects on smaller sites could not be built to the maximum height and would be small in scale, minimizing the impact on adjacent residential properties. Projects on larger sites that can take full advantage of the maximum height would have sufficient lot area to incorporate appropriate design measures to create sensitive transitions to adjacent residential properties. Currently, there are a limited number of parcels of 20,000 square feet or more within the Plan Area. Therefore, to achieve maximum buildout, applicants would likely have to do significant land assembly. This requirement is applied throughout the Character Areas.

The development standards in the TCP will be integrated into the Municipal Code through the Comprehensive Zoning Code Update.

### **Design Guidelines**

There are four specific Design Guidelines that relate specifically to the transition from new projects to existing housing.

A2-1 The design of new development should respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.

A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, be carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences.

A3-2 Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities and lessens privacy concerns with adjoining lots/neighbors.

A7-4 Site, direct, and/or shield light fixtures to prevent light pollution through glare or light spillage.

### **Approved Land Uses**

The Transit Corridors Plan would not allow new industrial, auto repair, or storage/warehouse uses anywhere within the Plan Area. These uses are associated with traffic, spillover parking, and noise concerns and do not contribute to the transit-oriented focus of the Plan Area. This will result in a positive benefit for residents in adjacent areas that will not have exposure to these types of businesses. New vehicle sales would only be allowed on El Camino Real if the project meets high architectural design standards.

### **Parking and Transportation**

The TCP includes recommendations for parking management and proposed parking requirements. Each new development project will still be required to provide on-site parking at a rate that has worked in other transit-oriented development areas. For example, new development Downtown would be required to provide 3 spaces / 1,000 square feet of floor area. This can be compared to the current requirement for retail uses of 4 spaces / 1,000 square feet. There is a potential for spillover parking impacts with reduced parking requirements, so the Plan proposes expansion of the City's Residential Permit Parking system to address this concern.

Residential permit parking programs are successful in many communities and operate through issuance of permits to residents. The Police Department can then do enforcement if non-residents are parking in the neighborhoods.

Permit parking will work along with other programs, such as Transportation Demand Management (TDM), that will require large employers to offer incentives for employees to take transit to work. Additionally, the pedestrian and bicycle improvements proposed in the Plan should benefit existing residents and help transition new residents and employees into the neighborhood.